

TRANSPORTATION ANALYSIS REPORT

PROJECT NAME:

BIG PINEY RANGER DISTRICT ROBERTS GAP

DATE:

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Background

On January 12, 2001, the National Forest System Road Management rule was published in the Federal Register. The adoption of the final rule revised the regulations concerning the management, use and maintenance of the National Forest Transportation System.

The purpose of roads analysis is to ensure the forest transportation system:

- Provides safe access and meets the needs of communities and forest users;
- Facilitates the implementation of the Land and Resource Management Plan (LRMP);
- Allows for economical and efficient management within likely budget levels;
- Meets current and future resource management objectives;
- Begins to reverse adverse ecological impacts, to the extent practicable.

This document follows the roads analysis process outlined in the document “Roads analysis: informing decisions about managing the National Forest transportation system (USFS, 1999a). This analysis provides a framework to identify roads related concerns and management opportunities that can be incorporated into subsequent projects being evaluated through the NEPA process.

This document also takes into consideration the Forest Transportation Analysis report dated May 14, 2014. The report made management suggestions to be reviewed at the project level during any project’s analysis phase.

Scope

The Roberts Gap analysis area is located in seven 6th level watersheds (Map 1 – App A). This roads analysis focuses on approximately 53,530 acres where the potential projects are to take place (Map 2 – App A). Within this area, the line officer has directed the interdisciplinary team to assess Level 1-5 roads. This approach was done for the following reasons:

1. To support forest-wide transportation analysis recommendations for the Forest;
2. The road analysis is driven by the need to analyze management alternatives for a proposed FY 18 project;

Objectives

The main objectives of this roads analysis are:

1. Identify the need for changes by comparing the current road system to the desired condition;
2. Balance the need for access with the need to minimize risks by examining important ecological, social and economic issues related to roads;
3. Furnish maps, tables, and narratives that display and describe transportation management opportunities and strategies that will better address future access needs, budgets, and environmental concerns.

Existing Road System Conditions

The road system consists approximately 178.73 miles of road with a mixture of Forest Service, County, and State jurisdiction roads, with about 60 percent being under Forest Service jurisdiction (Table 1).

Table 1 – Mileage, by Jurisdiction in the Roberts Gap Analysis area

Jurisdiction	Miles
Forest Service	107.54
County	37.65
Private	2.56
State	30.98

Table 2 breaks down the road system further to show the proportional share of the roads in the various maintenance and traffic service levels. These two indicators show the type of traffic that a particular road has been designed for and how much use is expected. What the values indicate is that for the most part the road network in the analysis area was designed for limited traffic and often closed once the particular activity was completed. Appendix B details the roads that fall with the respective maintenance level category.

Table 2 – Maintenance and traffic service levels, by jurisdiction, in Roberts Gap Analysis area.

Maintenance Level *	Traffic Level *	Miles	Jurisdiction
1 - BASIC CUSTODIAL CARE (CLOSED)	C - LONG TERM SERVICE	0.27	FS - FOREST SERVICE
1 - BASIC CUSTODIAL CARE (CLOSED)	I - INTERMITTENT TERM SERVICE	74.22	FS - FOREST SERVICE
1 - BASIC CUSTODIAL CARE (CLOSED)	C - LONG TERM SERVICE	2.10	P - PRIVATE
2 - HIGH CLEARANCE VEHICLES	C - LONG TERM SERVICE	20.03	C - COUNTY, PARISH, BOROUGH
2 - HIGH CLEARANCE VEHICLES	C - LONG TERM SERVICE	24.70	FS - FOREST SERVICE
3 - SUITABLE FOR PASSENGER CARS	C - LONG TERM SERVICE	19.65	C - COUNTY, PARISH, BOROUGH
5 - HIGH DEGREE OF USER COMFORT	C - LONG TERM SERVICE	30.98	S - STATE

*The maintenance levels are: 1 (closed road), 2 (high clearance vehicles), 3 (passenger vehicles – not smooth), 4 (passenger vehicles – smooth), and 5 passenger vehicle – dust free; possibly paved). The traffic service levels are: C (Long Term Service) and I (interrupted traffic flow, limited passing facilities, unstable surface under certain traffic or weather).

Table 3 shows the amount of road that is within 100 feet of a stream channel and the number of stream crossings. The values are further subdivided by jurisdiction because the Forest Service has limited authority over non-Forest Service roads. The reason to display these figures is to give an indication as to the degree of hydrological connection there is between the road network and the stream system. The degree of connection is a major determinate as to how much of the activity generated sediment reaches the streams with the corresponding impacts to aquatic habitat. For the purposes of this analysis, connected is defined as a stream

crossing or a road that is within 100 feet of a riparian area. The 100-foot distance was chosen because the vegetation and litter is generally thick enough that it is rare for there to be a continuous surface flow path between the road and a stream channel.

Table 3 – Number of Stream Crossings and Miles of Road within 100 Feet of a Stream

Jurisdiction	# of Crossings	Miles W/in 100' of Stream
Forest Service	98	8.80
County	8	0.45
State	1	0.14

During the year(s) 2017 and 2018 an extensive field reconnaissance was conducted to map and inventory the roads in the analysis area. From this work the following resource conditions were noted:

Road conditions have eroded due to lack of maintenance over several years. Heavy rains and flooding have done severe damage to some road beds and stream crossings. Ice damage has cause damage to drainage structures and left roads impassable with debris.

One important factor in the condition of the road network is the ability to conduct the necessary maintenance or reconstruction. A list of roads with before harvest, after harvest and proposed action is attached describing proposal (Table 5).

Desired Road System Conditions

The desired condition is to provide a road system that is safe, responsive to public needs, meets the needs for forest management, is affordable, and has minimal ecological effects.

The Forest-Wide Transportation Analysis developed possible future recommendations that would be addressed and analyzed during a local project. The following are the roads within this project area that had possible recommendations to be implemented.

Table 4 – Forest-wide Transportation Analysis Recommendations

Road #	Jurisdiction	TAP Recommendation	Road Action Proposed	Miles
92260D	FS - FOREST SERVICE	Decommission	No Action Needed	0.53
92260A	FS - FOREST SERVICE	Decommission	Decommission	0.27
92260F	FS - FOREST SERVICE	Decommission	No Action Needed	1.02
92268J	FS - FOREST SERVICE	Decommission	Decommission	0.07
92260C	FS - FOREST SERVICE	Decommission	Ask Judge about CO Jurisdiction	0.72
92266A	FS - FOREST SERVICE	Decommission	No Action Needed	0.87
92260C	FS - FOREST SERVICE	Decommission	Decommission	0.52
92260D	FS - FOREST SERVICE	Decommission	Decommission	0.30
92260D	FS - FOREST SERVICE	Decommission	Decommission	0.23
1269	C - COUNTY, PARISH, BOROUGH	Lower OML - OML3 to OML2	No Action Needed	6.87
92268A	P - PRIVATE	Transfer Jurisdiction - to Private	No Action Needed	0.41
92281B	P - PRIVATE	Transfer Jurisdiction - to Private	No Action Needed	0.94
92260B	P - PRIVATE	Transfer Jurisdiction - to Private	No Action Needed	0.42
1463	C - COUNTY, PARISH, BOROUGH	No Change	Change to OML2	2.78
1463	C - COUNTY, PARISH, BOROUGH	No Change	Change to OML2	0.23
1463	C - COUNTY, PARISH, BOROUGH	No Change	Change to OML2 - Reconstruct	0.18
No # Assigned	FS - FOREST SERVICE	No Change	ROW Needed - Pre-Haul Maintenance - Close	0.50
No # Assigned	FS - FOREST SERVICE	No Change	ROW Needed - Pre-Haul Maintenance - Close	1.12
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.36
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.70
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.62
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.35
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.39
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.11
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.53
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.19
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.76
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.54
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.16
No # Assigned	FS - FOREST SERVICE	No Change	Pre-Haul Maintenance - Close	0.32
No # Assigned	FS - FOREST SERVICE	No Change	ROW Needed	0.12

Key Issues

The key issues related to new road construction, relocation, decommissioning, closures and other road management actions are:

1. **Economics** – The concern is the limited budget available for road maintenance and bringing roads up to desired conditions. The solution to date has been to spread the funding to try and give as many roads as possible at least some level of attention rather than concentrate the funding on those roads deemed necessary.
2. **Access for timber management** – Field reconnaissance showed that all existing roads are in fair to good location and will need maintenance or reconstruction work for access to the timber stands.
3. **ATV use of area** – During the hunting seasons the area receives plenty of recreational use, especially by ATV users. It was noted that the condition of the mounds used to previously close the roads have been violated to such a degree that their effectiveness as barriers has been compromised. This use indicates there is a demand for roads or trails that the ATV user can recreate upon.

4. **Environmental impacts** – The closed roads that are receiving use were not designed for continuous use nor are they receiving any maintenance. The result is there are lead-off ditches that have been filled in and are no longer properly functioning, the vegetation that was seeded has not been allowed to establish, and any trees or brush that falls into the road have tracks around them as people avoid them – causing new areas of bare, compacted ground. There is a danger of having increased sedimentation that might reach the stream channel and adversely impact the aquatic habitat.

Table 5 - Summary and Recommendations:

Road #	Road Status Before Harvest	Road Status After Harvest	Action	Miles
1217	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES	No Action Needed - Change to County Jurisdiction	2.100
92267B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.426
92245D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Possible added mileage by new construction - Close Post Harvest	0.534
92265A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.296
92242A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.535
92671B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.781
92282A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.424
92671C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.209
92259A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.216
92254A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.203
92273D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed - Reconstruct - Close Post Harvest	0.392
92246B	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.230
92285B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.886
92280C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	1.369
92280F	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.636
92265C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.179
92246C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.146
92269R	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.214
92254G	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.511
92273B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed - Close Post Harvest	1.360
92282C	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.491
92269A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.694
92260I	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.483
92671A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.934
92252A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.585
92243A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.503
92266B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.774
92283H	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.066
92285C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.451
92254I	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	1.033
92273A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.234
92268D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.403
92246D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.300
92245G	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.235
92256A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.319
92269G	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.940
1442	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance / Decommission	1.770
92254F	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.381
92269I	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.250
92274C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Reconstruct - Close Post Harvest	0.367
92252B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.521
92283C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.599
92246A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.277
1442	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	1.607
92243A1	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.142
92244B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.092
92245G	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.031
92252A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.353
92254A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.176

92254F	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.150
92254I	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.227
92256A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.260
92260I	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.067
92265A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.155
92265C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.108
92266B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.137
92267B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.146
92268D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.132
92269A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.368
92269A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.556
92269G	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.440
92269I	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.236
92273A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.188
92273B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed - Pre-Haul Maintenance - Close Post Harvest	0.339
92280C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.491
92282C	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.130
92283C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.537
92285C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.097
92671C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.061
92285B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.303
92671A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.125
92671A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Reconstruct - Close Post Harvest	0.404
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed - Pre-Haul Maintenance - Close Post Harvest	0.503
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed - Pre-Haul Maintenance - Close Post Harvest	1.117
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.361
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.702
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.625
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.350
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.394
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.113
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.530
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.190
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.755
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.542
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.159
New Road	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance - Close Post Harvest	0.316
1413A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.164
1414	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.214
1439	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed - Close Post Harvest	0.341
1439	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	Maintenance - Close Post Harvest	0.054
92287C	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES	Change to County Jurisdiction	0.408
1440	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Pre-Haul Maintenance - Open	1.610
1440	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Reconstruct - Open	0.836
92273E	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.271
92269P	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.241
92269K	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.391
92260D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.535
1410	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Pre-Haul Maintenance	5.069
92268G	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.250
92268A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.406
92285E	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.228
92260A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.274
92283E	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.704
92254H	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.197
1269	3 - SUITABLE FOR PASSENGER CARS	3 - SUITABLE FOR PASSENGER CARS	No Action Needed	6.872
92240B	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.330
92268D1	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES	Open Now - Change to OML2	0.189
SR21	5 - HIGH DEGREE OF USER COMFORT	5 - HIGH DEGREE OF USER COMFORT	No Action Needed	8.360
1476	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Pre-Haul Maintenance	0.996
92268H	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.093

1413A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.181
92283D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.876
92266D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.142
1268	3 - SUITABLE FOR PASSENGER CARS	3 - SUITABLE FOR PASSENGER CARS	No Action Needed	4.355
92280A	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.226
SR16	5 - HIGH DEGREE OF USER COMFORT	5 - HIGH DEGREE OF USER COMFORT	No Action Needed	7.611
1271	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	6.682
92260K	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	Change to OML1 - Close	0.353
92244A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed	0.491
92274B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	1.614
92280D	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	SU and/or ROW Exchange	0.471
92245A	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Pre-Haul Maintenance	1.044
92268C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	1.441
1215	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	1.344
92260G	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.343
92280H	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.193
1413	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Ask Judge about CO Jurisdiction	0.266
92283A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	1.362
92260F	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	1.022
92267C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	2.450
92254C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.176
92285A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	1.318
1413A	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.795
92269H	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.298
92266I	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.381
92269C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.585
92269N	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.911
1406A	3 - SUITABLE FOR PASSENGER CARS	3 - SUITABLE FOR PASSENGER CARS	No Action Needed	1.937
92254B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.217
92253A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	SU and/or ROW Exchange	1.232
SR16	5 - HIGH DEGREE OF USER COMFORT	5 - HIGH DEGREE OF USER COMFORT	No Action Needed	8.544
92245B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.523
92260H	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	1.242
92287D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.419
92268J	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.069
92285D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW to pond	0.723
92269D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.920
92281B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.937
92269M	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.359
92280B	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	ROW Needed	2.423
92269C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	2.748
92267C1	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.495
92273C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed	1.105
92260C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Ask Judge about CO Jurisdiction	0.725
92266J	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.211
92260B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.416
SR21	5 - HIGH DEGREE OF USER COMFORT	5 - HIGH DEGREE OF USER COMFORT	No Action Needed	5.374
92254E	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.441
92266G	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.905
92266F	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	2.674
92244B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.181
92266C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.362
SR16	5 - HIGH DEGREE OF USER COMFORT	5 - HIGH DEGREE OF USER COMFORT	No Action Needed	1.090
92260J	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.140
92287A	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Change to County Jurisdiction	1.006
92283F	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.512
92266E	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.192
92254D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.140
92269T	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.575
92269L	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.183
92266F	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.557

92280A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.581
92283B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	1.597
92266A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.868
92266K	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	1.186
1412B	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	1.948
92252C	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES	Change to County Jurisdiction and Rd 1271B	1.397
1440	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.342
1251	3 - SUITABLE FOR PASSENGER CARS	3 - SUITABLE FOR PASSENGER CARS	No Action Needed	3.290
1462	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	3.011
92265B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.289
1439	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	ROW Needed	0.769
92269J	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.247
1270	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	3.397
92274A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed - If no ROW then Decommission	0.745
92671D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.214
92253B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.375
92243A1	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.659
1215A	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	1.800
92243C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.291
1413	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Ask Judge about CO Jurisdiction	0.441
92243B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.840
1410	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.618
1463	3 - SUITABLE FOR PASSENGER CARS	2 - HIGH CLEARANCE VEHICLES	Change to OML2	2.783
1439	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Maintenance	0.503
1439	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	ROW Needed	0.624
1439	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	ROW Needed	0.515
1463	3 - SUITABLE FOR PASSENGER CARS	2 - HIGH CLEARANCE VEHICLES	Change to OML2	0.229
1463	3 - SUITABLE FOR PASSENGER CARS	2 - HIGH CLEARANCE VEHICLES	Change to OML2 - Reconstruct	0.183
1476	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Reconstruct	0.696
92243A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.218
92244A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.294
92260C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.517
92260D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.305
92260D	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.225
92267C	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	SU and/or ROW Exchange	0.177
92268D1	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Need SU - Open Now - Change to OML2	0.072
92273A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed	0.027
92283A	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Decommission	0.648
92283B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	No Action Needed	0.126
92285B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	Pre-Haul Maintenance	0.089
92274B	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)	ROW Needed	0.027
1439	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	Maintenance	0.640
1476	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.291
1476	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES	No Action Needed	0.002

Decommission

H=Low traffic use (Maintenance Level 1, 2 road or unclassified)

- Road is within riparian area or parallel to stream(s) with multiple stream crossings
- Road has known problems such as erosion, rutting or obvious groundwater interruption
- High potential for sedimentation to adversely affect water quality/quantity or impact aquatic species
- Road is not needed for future administrative use (timber, recreation, fire, recreation law enforcement, etc.)
- Decommissioning will not change the quantity, quality, and accessibility of roaded recreation opportunities in the area
- Road is having a negative effect on terrestrial species (habitat loss, fragmentation)

M=Local road (Maintenance Level 1 and 2 roads or unclassified)

- Road is stable valley-bottom or mid-slope road
- Less severe erosion or rutting problems, decommissioning is primarily to reduce road density, impacts to streams, or improve the quality of unroaded recreation experience
- Moderate potential for sedimentation to adversely affect water quality/quantity or impact aquatic species
- Road is not needed for future administrative use (timber, recreation, fire, recreation law enforcement, etc.)

Close (Put in storage for 1 year or more)

H=Local road (Level 1 or 2)

- Road is primary access road for managing critical wildlife habitat/PETS species, or maintain wildlife structures openings. No other viable alternative routes available. Frequent access needed. Roads could be gated.
- Road needed in future (5-10 yrs.) to access stands needing silvicultural treatments.
- Historical fire risk is moderate to high; road is needed as potential firebreak/defensible fireline or emergency access
- Closure will reduce adverse human effects (water contamination, air pollution, introduction of exotic species, littering)

M=Local road (Level 1 or 2)

- Road accesses critical wildlife habitat, PETS species, or maintain wildlife structures/openings. Other viable alternative routes are available. Infrequent access needed. Roads could be gated or bermed.
- Historical fire risk is moderate; road is needed as potential firebreak/defensible fireline or emergency access

Road Improvement

H=Collector or arterial road (Primarily Level 3-5)

- Increasing public yearlong use (school bus route, commodity movement, public safety). Improve or realignment needed to reduce traffic hazards, such as airborne dust emissions, sight distance, and surface condition, or capacity.
- Primary public access to developed/dispersed recreation area(s).
- Known watershed problems (rutting, erosion, or obvious groundwater interruption, mass wasting)

- Improvements will reduce long-term maintenance costs
- Decrease water contamination hazard

M=Collector or arterial road

- Alternate routes available for access
- Moderate use (mostly summer)
- restricted use (seasonal Closure)

Analysis Questions

AQUATIC, RIPARIAN ZONE, AND WATER QUALITY

AQ6: How and where is the road system "hydrologically connected" to the stream system? How do the connections affect water quality and quantity (such as, the delivery of sediments, chemicals, thermal increases, elevated peak flows)?

For the purposes of this analysis, connected is defined as a stream crossing or a road that is within 100 feet of a riparian area. The 100-foot distance was chosen because the vegetation and litter is generally thick enough that it is rare for there to be a continuous overland surface flowpath between a road and a stream channel beyond this distance. The degree of "connectedness" can be seen in Table 3. The major impact on water quality in the analysis area will be from sedimentation.

There is no mining or large scale farming operations that might lead to chemical contamination. The intermittent nature of the water flow in the primary waterways heightens the importance of thermal cover for those pools that remain during the times the flow subsides. The limited number of crossings and roads within the riparian areas has resulted in minimal reduction in thermal cover to any of the area's waterways. The peak flow has no doubt been altered to some degree by the presence of a road system. The degree of this impact is unknown but the limited degree of connectedness should dampen the alteration.

AQ9: How does the road system alter physical channel dynamics, including isolation of floodplains; constraints on channel migration; and the movement of large wood, fine organic matter, and sediment?

Within the analysis area, the most frequently observed effects to stream channels from the existing road system result from hydrologic modification. The introduction of both fine and coarse sediments also plays a role. Effects on large wood and aquatic migration appear to be minimal.

TERRESTRIAL WILDLIFE

TW1: What are the direct effects of the road system on terrestrial species habitat?

There is a loss of vegetation associated with the road prism for those roads that are open to motorized traffic. The closed roads that have been illegally entered also display a loss of vegetation. Conversely, those roads that are closed and which do not receive use provide some amount of early seral habitat as a result of the revegetation that occurs. The District biologist has not seen evidence that the amount of habitat lost or gained from roads has impacted the wildlife species to a measurable degree.

TW3: How does the road system affect legal and illegal human activities? What are the effects on wildlife species?

The roads have encouraged a certain amount of motorized use in the analysis area. Included in this is the increasing amount of ATV use, especially during deer and turkey hunting seasons. It is suspected this hunting season use has resulting in many of the closed roads being illegally entered. The roads have also allowed for the creation of numerous dispersed recreational campsites. These campsites generally are very small (<1/2 acres) with portions of it lacking vegetation.

This motorized and camping use results in a level of disturbance that can reduce the degree of utilization nearby habitat receive from wildlife. There are numerous studies that have shown this phenomenon and there is no reason to doubt it is happening in this area. The challenge comes in trying to measure the impacts. As the studies have shown, many factors come into play in trying to determine the degree of impact (*e.g.*, particular species, the amount of habituation that species has developed, the level and kind of traffic, the amount of roadside vegetation, the slope next to the road, etc.). In this area, the District biologist has not noted any measurable impacts this motorized disturbance might be having on the wildlife.

ECOSYSTEM FUNCTIONS AND PROCESSES

EF2: To what degree do the presence, type, and location of roads increase the introduction and spread of exotic plant and animal species, insects, diseases, and parasites? What are the potential effects of such introductions to plant and animal species and ecosystem function in the area?

The roads in the analysis area have not lead to any widespread infestation of exotics to date. There are some areas of fescue that were purposely planted in the past for erosion control and in openings to create pasturelands. There are also scattered pockets of sericea lespedeza, tree of heaven and multi-flora rose. Given the nature of these species, there will be some increase their ranges over time as a result of the road network, but primarily limited within the road template. The small amount of acreage that contains these species renders its impact minimal on the ecosystem function of the analysis area.

EF3: To what degree does the presence, type, and location of roads contribute to the control of insects, diseases, and parasites?

The existing road network allows access to a large part of the area for the implementation of management activities to address the restoration of the oak ecosystem from the impacts of the red oak borer and continued work to reduce the potential for additional insect or disease problems.

There are still portions of the areas that needs access before any management activities that address insect and disease control can be implemented.

EF4: How does the road system affect ecological disturbance in the area?

The roads are not an impediment to the current epidemic of red oak borers. Nor would the roads create a condition wherein they modify the weather influences that have historically modified the area (*e.g.*, tornadoes, wind storms, ice storms, etc.). The roads are a potential impediment to the spread of fire that has historically occurred by the fact they can make effective fire breaks for low intensity fires.

ECONOMICS

EC1: How does the road system affect the Agency's direct cost and direct revenues used in assessing financial efficiency?

Maintaining roads involves a large commitment of funding. Reducing the number of roads being used by closing or decommissioning frees up funds to be used on more traveled routes.

Funds received from the sale of timber products also is used to fund the reconstruction and maintenance of roads in the sale area.

TIMBER MANAGEMENT

TM2: How does the road system affect managing the suitable timber base and other lands?

The road system, as is currently, provides good access to a large majority of the area for any and all types of management.

There are still portions of the area of the suitable base that cannot be reached with motorized equipment. Other areas have multiple roads in them and are candidates to consider for decommissioning.

TM3: How does the road system affect access to timber stands needing silvicultural treatment?

An existing road can reach many of the stands in need of treatment. Some stands have been identified that will need a road constructed in order to implement the appropriate management action.

GENERAL PUBLIC TRANSPORTATION

GT1: How does the road system connect to public roads and provide primary access to communities?

The road system allows access from State and County roads to public and private lands within the forest boundary.

GT4: How does the road system address the safety of road users?

The field survey of road conditions noted a need for some improvements to address safety concerns. Some roads were in need of brushing and blading to improve the sight distances and smooth the surface

PROTECTION

PT3: How does the road system affect the capacity of the Forest Service and cooperators to suppress wildfires?

The present and recommended access will allow the necessary resources to reach any wildfires in an appropriate timeframe. The replacement of gates for mounds will speed up the response time, as there will be no need to wait for a dozer to remove the mound.

A secondary benefit of having effective closed roads is the reduction in potential arson fires. Many of the fires the District experiences involve arson activity along roads.

ROADED RECREATION

RR2: Is developing new roads into unroaded areas, decommissioning of existing roads, or changing maintenance of existing roads causing substantial changes in the quantity, quality, or type of roaded recreation opportunities?

All are part of roads recommended for decommissioning have not been used in many years and have become over grown with vegetation.

Roads that are currently open and recommended to be closed after the management activities are completed should have minimal impact on roaded recreation because these road are not being used much at the present time based upon the local knowledge of the area.

The change to gates instead of mounds will only impact the current illegal use of closed roads since it is expected to result in better compliance with the road closures. The recommended designation of an ATV trail addresses the demand that has developed in the area and hopefully help to alleviate the incidences of road closure violations.

RR5: What are these participants' attachments to the area, how strong are their feelings, and are alternative opportunities and locations available?

As is typical of a rural area, there are strong feelings about the federal government taking any kind of action that is perceived as being restrictive on use of the Forest. The closing of new roads and the placement of gates will not be popular with those who subscribe to this feeling. Yet others will be more likely to utilize the area if in fact the road closures prove effective. The development of an ATV trail is an opportunity to address the ATV demand and should alleviate some of the feelings against the changes that are recommended.

SOCIAL ISSUES

SI6: How is community social and economic health affected by road management (for example, lifestyles, businesses, tourism industry, infrastructure maintenance)?

There is general recognition that the road network in the area provides a wide variety of benefits from the ability to harvest timber and provide local jobs, to providing access for hunting, camping, sightseeing, swimming and fishing. On the other side there are those who feel the best way for the county to reach sustainable economic development is to play to its rural character and look into more non-motorized uses

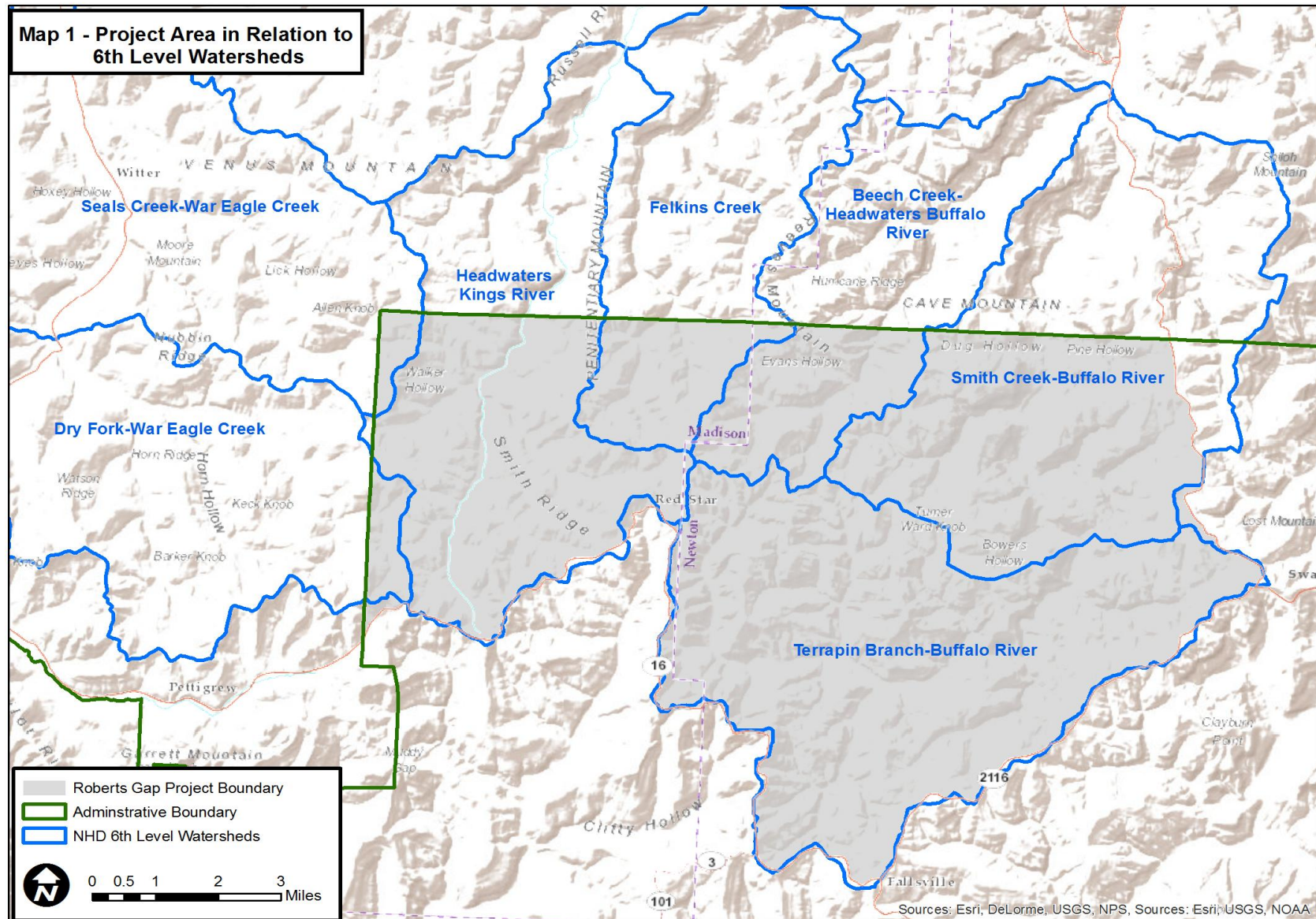
like biking, horseback riding, and hiking. To them closing off of roads is not an impediment but rather a step towards their ends.

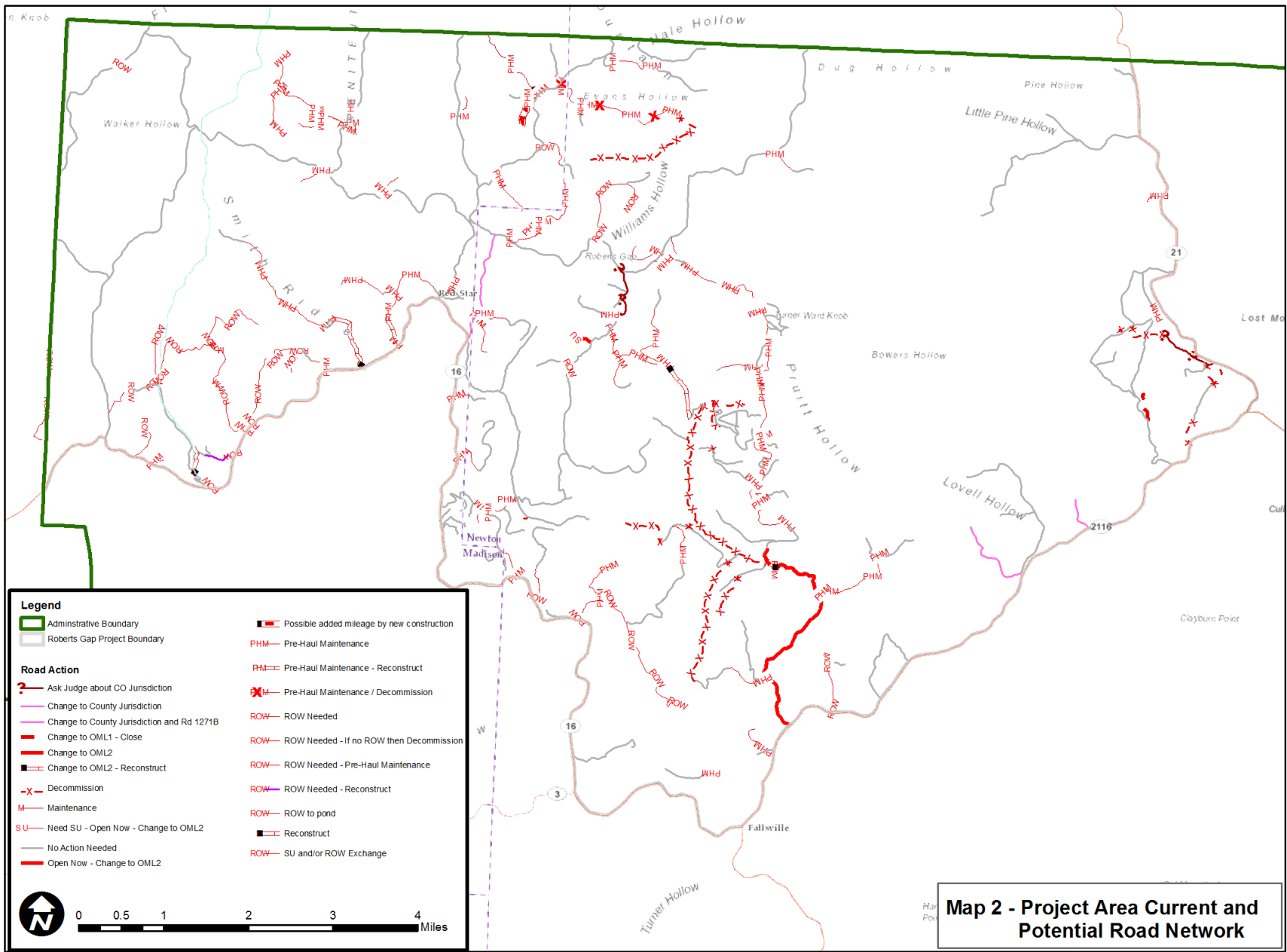
CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE

CR1: How does the road system, or its management, affect certain groups of people (minority, ethnic, cultural, racial, disabled, and low-income groups)?

None of the recommended road management actions will impact any particular group of people. All Forest users will be impacted by the actions.

Appendices





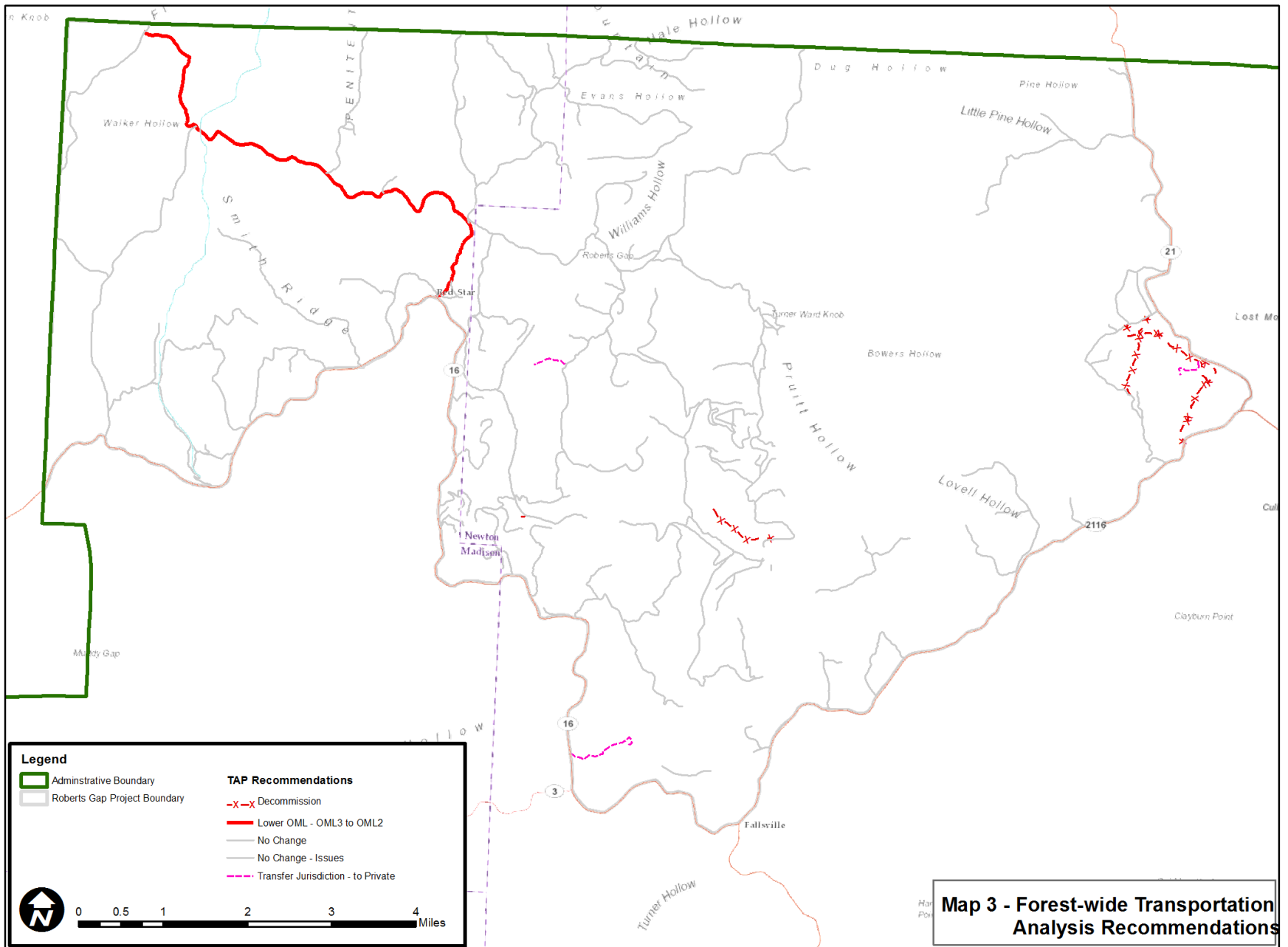


Table 6 – All System Roads within Project Area

Road #	Jurisdiction	Functional Class	Level of Service	Miles
1215	C - COUNTY, PARISH, BOROUGH	L - LOCAL	C - LONG TERM SERVICE	1.34
1215A	C - COUNTY, PARISH, BOROUGH	L - LOCAL	C - LONG TERM SERVICE	1.80
1217	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	2.10
1251	C - COUNTY, PARISH, BOROUGH	C - COLLECTOR	C - LONG TERM SERVICE	3.29
1268	C - COUNTY, PARISH, BOROUGH	C - COLLECTOR	C - LONG TERM SERVICE	4.36
1269	C - COUNTY, PARISH, BOROUGH	C - COLLECTOR	C - LONG TERM SERVICE	6.87
1270	C - COUNTY, PARISH, BOROUGH	L - LOCAL	C - LONG TERM SERVICE	3.40
1271	C - COUNTY, PARISH, BOROUGH	L - LOCAL	C - LONG TERM SERVICE	6.68
1406A	C - COUNTY, PARISH, BOROUGH	L - LOCAL	C - LONG TERM SERVICE	1.94
1410	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	5.07
1410	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.62
1412B	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	1.95
1413	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.27
1413	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.44
1413A	P - PRIVATE	L - LOCAL	C - LONG TERM SERVICE	0.18
1413A	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.80
1413A	P - PRIVATE	L - LOCAL	C - LONG TERM SERVICE	0.16
1414	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.21
1439	C - COUNTY, PARISH, BOROUGH	L - LOCAL	C - LONG TERM SERVICE	3.45
1440	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	2.45
1440	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.34
1442	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	3.38
1462	C - COUNTY, PARISH, BOROUGH	L - LOCAL	C - LONG TERM SERVICE	3.01
1463	C - COUNTY, PARISH, BOROUGH			3.20
1476	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	1.98
92240B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.33
92242A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.54
92243A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.72
92243A1	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.80
92243B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.84
92243C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.29
92244A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.78
92244B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.27
92245A	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	1.04
92245B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.52
92245D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.53
92245G	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.27
92246A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.28
92246B	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.23
92246C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.15
92246D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.30
92252A	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.94

92252B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.52
92252C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.40
92253A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.23
92253B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.37
92254A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.38
92254B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.22
92254C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.18
92254D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.14
92254E	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.44
92254F	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.53
92254G	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.51
92254H	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.20
92254I	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.26
92256A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.58
92259A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.22
92260A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.27
92260B	P - PRIVATE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.42
92260C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.24
92260D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.06
92260F	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.02
92260G	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.34
92260H	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.24
92260I	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.55
92260J	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.14
92260K	C - COUNTY, PARISH, BOROUGH	L - LOCAL	C - LONG TERM SERVICE	0.35
92265A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.45
92265B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.29
92265C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.29
92266A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.87
92266B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.91
92266C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.36
92266D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.14
92266E	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.19
92266F	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	2.67
92266F	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.56
92266G	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.90
92266I	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.38
92266J	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.21
92266K	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.19
92267B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.57
92267C	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	2.63
92267C1	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.49
92268A	P - PRIVATE	L - LOCAL	C - LONG TERM SERVICE	0.41
92268C	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	1.44

92268D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.54
92268D1	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.26
92268G	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.25
92268H	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.09
92268J	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.07
92269A	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	1.62
92269C	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.58
92269C	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	2.75
92269D	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.92
92269G	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	1.38
92269H	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.30
92269I	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.49
92269J	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.25
92269K	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.39
92269L	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.18
92269M	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.36
92269N	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.91
92269P	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.24
92269R	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.21
92269T	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.58
92273A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.45
92273B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.70
92273C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.11
92273D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.39
92273E	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.27
92274A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.75
92274B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.64
92274C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.37
92280A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.23
92280A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.58
92280B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	2.42
92280C	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	1.86
92280D	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.47
92280F	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.64
92280H	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.19
92281B	P - PRIVATE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.94
92282A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.42
92282C	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.62
92283A	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	2.01
92283B	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	1.72
92283C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.14
92283D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.88
92283E	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.70
92283F	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.51

92283H	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	0.07
92285A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.32
92285B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.28
92285C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.55
92285D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.72
92285E	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.23
92287A	FS - FOREST SERVICE	L - LOCAL	C - LONG TERM SERVICE	1.01
92287C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.41
92287D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.42
92671A	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	1.46
92671B	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.78
92671C	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.27
92671D	FS - FOREST SERVICE	L - LOCAL	I - INTERMITTENT TERM SERVICE	0.21
SR16	S - STATE	A - ARTERIAL	C - LONG TERM SERVICE	7.61
SR16	S - STATE	A - ARTERIAL	C - LONG TERM SERVICE	8.54
SR16	S - STATE	A - ARTERIAL	C - LONG TERM SERVICE	1.09
SR21	S - STATE	A - ARTERIAL	C - LONG TERM SERVICE	8.36
SR21	S - STATE	A - ARTERIAL	C - LONG TERM SERVICE	5.37

Table 7 – Project Level Transportation Analysis Documentation

Question #	Resource Issue if addressed in RAP	Staff Area responsible	Addressed in TAP (Y/N)	Page number in TAP	Rationale for not answering question or N/A for Not applicable
AQ1			N		Not responsive to the identified issues
AQ2			N		Not responsive to the identified issues
AQ3			N		Not responsive to the identified issues
AQ4			N		Not responsive to the identified issues
AQ5			N		Not responsive to the identified issues
AQ6	Key Issue 4		Y	9	
AQ7			N		Not responsive to the identified issues
AQ8			N		Not responsive to the identified issues
AQ9	Key Issue 4		Y	9	
AQ10			N		Not responsive to the identified issues
AQ11			N		Not responsive to the identified issues
AQ12			N		Not responsive to the identified issues
AQ13			N		Not responsive to the identified issues
AQ14			N		Not responsive to the identified issues
TW1	Key Issue 4		Y	10	
TW2			N		Not responsive to the identified issues
TW3	Key Issue 3		y	10	
TW4			N		Not responsive to the identified issues
EF1			N		Not responsive to the identified issues
EF2	Key Issue 4		Y	11	
EF3/EF4	Key Issue 4		Y	11	
EF5			N		Not responsive to the identified issues
EC1	Key Issue 1		Y	11	

Question #	Resource Issue if addressed in RAP	Staff Area responsible	Addressed in TAP (Y/N)	Page number in TAP	Rationale for not answering question or N/A for Not applicable
EC2			N		Not responsive to the identified issues
EC3			N		Not responsive to the identified issues
TM1			N		Not responsive to the identified issues
TM2	Key Issue 2		Y	12	
TM3	Key Issue 2		Y	12	
MM1			N		Not responsive to the identified issues
RM1			N		Not responsive to the identified issues
WP1			N		Not responsive to the identified issues
WP2			N		Not responsive to the identified issues
WP3			N		Not responsive to the identified issues
SP1			N		Not responsive to the identified issues
SU1			N		Not responsive to the identified issues
GT1	General Access		Y	12	
GT2			N		Not responsive to the identified issues
GT3			N		Not responsive to the identified issues
GT4	Safety		Y	12	
AU1			N		Not responsive to the identified issues
AU2			N		Not responsive to the identified issues
PT1			N		Not responsive to the identified issues
PT2			N		Not responsive to the identified issues
PT3	Wildfire Protection		Y	12	
PT4			N		Not responsive to the identified issues
UR1			N		Not responsive to the identified issues
UR2			N		Not responsive to the identified issues
UR3			N		Not responsive to the identified issues
UR4			N		Not responsive to the identified issues
UR5			N		Not responsive to the identified issues
RR1			N		Not responsive to the identified issues
RR2	Key Issues 2 & 4		Y	13	
RR3			N		Not responsive to the identified issues
RR4			N		Not responsive to the identified issues
RR5	Key Issues 1 & 3		Y	13	
PV1			N		Not responsive to the identified issues
PV2			N		Not responsive to the identified issues
PV3			N		Not responsive to the identified issues
PV4			N		Not responsive to the identified issues
SI1			N		Not responsive to the identified issues
SI2			N		Not responsive to the identified issues
SI3			N		Not responsive to the identified issues
SI4			N		Not responsive to the identified issues
SI5			N		Not responsive to the identified issues
SI6	Key Issues 1 & 3		Y	13	
SI7			N		Not responsive to the identified issues
SI8			N		Not responsive to the identified issues
SI9			N		Not responsive to the identified issues
SI10			N		Not responsive to the identified issues
CR1	Civil Rights		Y	14	

Literature Cited

Pfankuch, D.J. 1975. Stream reach inventory and channel stability evaluation. U.S.D.A. Forest Service, Northern Region, Missoula, Montana.